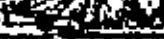


Shipping

Steamers.

DOUGLAS STEAMSHIP COMPANY
LIMITED.
FOR SWATOW, AMOY & FOOCHOV
The Co.'s Steamship

 Capt. GODDARD, will
be despatched for the above
Ports TO-MORROW, the 8th Instant,
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
General Managers.
Hongkong, May 7, 1892.


COMPAGNIE DES MESSAGERIES

MARITIMES.
STEAM FOR HOIHOW & HAIPHONG
(Taking Passengers and Cargo for
TOURANE & QUINNON.)
 The Co.'s Steamship
Haiphong,
 Captain FAUREN,
 leaves for the above P
 to-morrow the 6th Inst. at 10 a

For Freight or Passage, apply to
G. DE CHAMPEAUX
Agent.
Hongkong, May 7, 1892.

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & RUBATINO UNITED COMPANY)

STEAM FOR
SINGAPORE, PENANG & BOMB
Having connection with Company's
Steamers to ADEN, SUEZ, PORT S
MESSINA, NAPLES, (LEGHO
and GENOA; all MEDITERRANEAN
ADRIATIC, LEVANTINE and SOUTH A
OAK PORTS, up to CALLAO. Taking
at through rates to PERSIAN C
and BAGDAD.
The Co.'s Steamship


 F. SUMER, Master
 will be despatched as
 on **TUESDAY**, the 10th May, at Noon
 At BOMBAY the Steamers are discharged
 in VICTORIA DOCK.
 For further Particulars regarding Freight
 and Passage, apply to
CARLOWITZ &
 Agents.

Hongkong, May 2, 1892.

Co.'s

FOR YOKOHAMA AND KOBE

The Steamship
Kriegsmak,
Capt. F. RUMKE,
dispatched for the
Ports on TUESDAY, the 19th Inst
4 p.m.

For Freight or Passage, apply to
SIEMSEN &
Agents.

Hongkong, May 6, 1892.


NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE,
NAGASAKI.


(Passing through the INLAND Sea.)

The Co.'s Steamship
General Werner
Captain B. BLANK
will leave for the above
ports about WEDNESDAY, the 11th



For further Particulars, apply to
MELCHERS & Co.
Agents.
Hongkong, May 6, 1892.

NORDDEUTSCHER LLOYD
NOTICE.
STEAM TO SHANGHAI.
The Co.'s Steamship
Boysen
Captain H. E. ...



place about 24 hours after arrival
outward German Mail.

For further Particulars, apply
MELCHERS
Agents
Hongkong, May 6, 1892.

CHINA NAVIGATION COMPANY
LIMITED
FOR PORT DARWIN, QUEENSLAND,
PORTS, SYDNEY & MELBOURNE.

"FRAGRANT WATERS" MURMUR.

That I am very glad to hear, and every well-wisher of the Colony and its trade will be pleased to learn, that H. E. the Governor has granted all the reasonable requests of the private launch-owners. That the targe-boat tax is about the only occasion not made, and the feeling which exists on that score does not begin to compare with the inconveniences threatened about launches. That with time and perseverance we may yet achieve the task of teaching officials to consider the trade of the place when they are busy manufacturing the rules to regulate it. That a large-minded Governor who is impartial and open to reasonable suggestions is a factor in a crusade for which residents can't be too grateful. That the cardinal-act of many officials here is, that they think first of the Service and its members, and then of the Colony's trade—the goose, which lays their golden eggs for them, and has had of late to lay them of a larger size than usual. That Mr. Whitehead's proposition that the aforesaid goose should lay smaller eggs, and fewer of them, is still in the air. That a little bird has whispered to me that the indefatigable bungle committed by Mr. W. Hastings, when he imposed the maximum penalty upon a respected European resident for not registering his child, is to be reduced from \$25 to \$1. That of course the aforesaid little bird may be chirping without authority, but a wag has asserted that the worthy Magistrate made a mistake, merely putting dollars instead of cents.

That at the present time, when Messrs Goodman and Hastings have been credited with a desire to "run" the Colony, and ride roughshod over the intelligence of the community as if Hongkong were a small semi-negro island of no account, this blunder at the Magistrate was very unfortunate. That most people will admit that Mr Hastings has a distinct grievance against the Colonial Office, for the glorious prospects they hold forward to him in this El Dorado of the East. That, as you have already suggested, the best solution of the difficulty perhaps is to send the genial Commander to the Gao, the duties of which he could efficiently perform.

That the Governor might seriously think over this matter, and once for all abolish the sinecure of Assistant Harbour-Master—a post which was first created for a temporary official convenient with the Chinese language. That the battle between the Bishop and the Church Body has, I hear, been referred to the seatholders. That the opinion of those most directly concerned—those who put their hands in their pockets to carry out the trust given to them by the Colony—has been asked, whether the Church Body or the Bishop is to control the religious and other affairs of the congregation. That, as I said last week, there can be only one logical and sensible reply to that question.

That it is now an open secret that Dr. Burdon assumes the right to control on the ground that the Church of England, as by law established, demands it. That those who differ from the Bishop in this matter are being freely dubbed as "Disenters," and after the style of the German Kaiser, are advised to shake off the dust from their feet and depart. That in some quarters, that because no congregation calling itself Episcopal can carry out the trust conveyed in the Ordinances—i.e., to continue divine worship according to the rites and forms of the Church of England—without the sanction of a Bishop, therefore the Rev. Dr. Burdon—the only prelate within easy reach—must obtain control of the St. John's Cathedral Church.

That, in point of fact, the congregation of the Cathedral Church can cause to call themselves Episcopalian and come under the so-called ban of Disenters, unless they accept the leadership of the Bishop. That although I do not profess to be an expert in ecclesiastical history, it is only a fact that the congregation calling themselves Episcopalian manage their own affairs in China and elsewhere. That it is earnestly to be hoped, the present difficulties will be overcome, because the desire to have a Bishop in the Colony is almost a certainty if the threatened control be enforced—would be a calamity to the Colony and a disgrace to those who may bring it about.

That a large sum of money has been spent upon the cable which links Gap Rock to the Island. That this money came direct from the "public chest" of this Colony, and perhaps from the particular drawer labelled "Light Disbursements." That having been successfully laid, it was presumed that the cable would be used for the legitimate trade of the port. That when about four and sixty firms petitioned the other day to have all steamers signalled by telegraphic cable from the Gap Rock, on the ground that the Peak was frequently in cloud, the answer received was that the present system was perfect—when the Peak was clear.

That the petitioners were further informed that the cable was not to be used for signalling, but only for telegraphic communication, and that if owners of private steamers were desirous of learning by telegraph of the approach of their "common or garden" craft, they could do so by giving 24 hours' notice and paying a fee of \$5 per steamer. That the petitioners, curiously enough, are not altogether satisfied with this unwelcome concession, and have addressed another letter to the Government. That it is difficult to conceive by what process of reasoning one can be in charge of the administration of the fourth port in the world can arrive at such utterly insane conclusions, and I am curious to see the style of language in which the commercial men of Hongkong will describe such official inability to realize the shipping and general interests of the Colony.

That one often hears of the lamentable mistakes of the Government, and that it is difficult to conceive by what process of reasoning one can be in charge of the administration of the fourth port in the world can arrive at such utterly insane conclusions, and I am curious to see the style of language in which the commercial men of Hongkong will describe such official inability to realize the shipping and general interests of the Colony.

That the trouble about the Russell Wharf at Canton is by no means ended, and the attitude assumed by the China Navigation Company (be it right or wrong) is not unlikely to bring a pack of troubles. That if the shareholders of the Canton and Macao Steamboat Company find themselves in the midst of an opposition fight as fierce as ever it was, they will probably have this wharf difficulty to thank for it.

That Mr. Buxton is to be congratulated upon the splendid performance of *Royalist* at Shanghai. That your morning contemporary seems for once to have got hold of the right end of the stick in his remarks about the proposed road from the Plantation Road to Magazine Gap.

That it would never do to postpone the completion of this most desirable improvement, as the new road would certainly prove a boon to the Colony in more ways than one. That now our very own Regiment has arrived—with the shoulder-badges, a crescent, and "H.R.H." in raised letters, we need not say that it is one—the Hongkong community might be permitted to present the colours.

That this suggestion has been made to me by the Lady in Black, who has kindly "turned up" at the Theatre Royal here. That the motto on the colours might be simply "Our very Own." That it would make a pleasant half-holiday for the Colony, say on the Queen's Birthday, to witness the presentation made by Lady of the Colours.

That the men are a fine looking lot of fellows, and their curious mat-coloured uniforms from head to foot is essentially a serviceable one. That they speak of "work" in India, and give us in peaceful Hongkong some slight glimpse into the nature of North-West frontier work there. That to the officers Hongkong holds out her hand, saying "Welcome! hope we'll see you and your men."

That there are whispers going round to some kind of reception to "Hongkong's Own."

BROWNIE.

THE CHAMBER OF COMMERCE AND THE MERCHANT SHIPPING ORDINANCE.

We have received from the Secretary of the Hongkong General Chamber of Commerce a copy of the following correspondence having reference to the proposed amendment of the Merchant Shipping Ordinance:

Honourable G. T. M. O'Brien, C.M.G., Colonial Secretary.

Hongkong General Chamber of Commerce, 15th May, 1892.

Sir,—I am directed by my Committee to refer to a rumour, so generally prevalent as to almost warrant belief, that it is under the consideration of the Government to effect certain amendments in the Merchant Shipping Ordinance passed last year. Should this be so, my Committee deems this a favourable opportunity to direct the attention of His Excellency the Governor to the urgent necessity which exists for an alteration of the provision in the Ordinance relating to the Harbour Master Magistrate, and as such a Supplementary Magistrate, a provision expressly introduced to enable him to preside at the various Naval Courts and Inquiries held under the Merchant Shipping Act in force and operating in England, all such courts are presided over by a Supplementary Magistrate. No person in the position of a Harbour Master or Superintendent of a shipping office is eligible. The object of this provision is clearly to secure the guidance and assistance of a trained legal mind in the working of tribunals whose members are all nautical men.

A Supplementary Magistrate in England must be a Barrister of at least five years standing. For many years in Hongkong one of the Police Magistrates always presided at such Courts and Inquiries, who, although not always a Barrister or trained lawyer, possessed at least a certain acquaintance with the rules of law and the practices of Courts of Justice, which cannot be expected in the case of a Naval Officer occupying the position of Harbour Master.

The decision in the Merchant Shipping Ordinance, 1879 that the words "Supplementary Magistrate" should include Marine Magistrate, or in other words the Harbour Master, could not, unfortunately, confer upon him the requisite legal knowledge and experience, therefore the Chief Justice when giving judgment in the Ordinance which constitutes that officer a Supplementary Magistrate should lead to a frequent miscarriage of justice, for a glaring example of which it is only needful to refer to the sentences passed on the one side of the Chief Justice by the Police Magistrate when giving judgment in the case of the "Ore" & the Master of the s.s. *Torington*.

In the judgment referred to, reported in the *Daily Press* of the 15th April, 1892, the Chief Justice points out very forcibly that in dealing with this case in the lower Court the Magistrate did the Seaman a grave injustice by his method of conducting the case and taking the evidence, which was further aggravated by exceeding his powers on several points when passing sentence.

The Acting Chief Justice is reported as follows in the *Daily Press*:—"I think it necessary to make a few remarks about the proceedings in the case of the *Torington*. But in doing so I am quite sure I fully recognize the duty of any Court of Justice to maintain the discipline of a ship among seamen, and also to maintain the authority of the Magistrate's Court. I think it right, however, to say that in a charge of this sort—or of any sort—the Magistrate should have been very careful to ensure justice to both sides. Now, the men of this ship—17 or 18 in number—were all put in the dock together. I do not say they could not be tried together on one joint charge. It is very possible they could; but in that case the Magistrate should be careful to see that he had every opportunity to hear their part of the case, because, as it was presented to the Court, there was one complaint, the only witness put into the box 'on the other hand' the 17 or 18 men who were quite unable to give evidence themselves. The Magistrate had chosen to take the case separately, as he might have done, and he had got the other side's evidence to give evidence for the case presented against and got the facts from both points of view. Or if the men were put into the box together, a series of questions he might have found out what the facts were, and the other side's evidence. Besides, there were the third and fourth engineers, who were then in Hongkong and who had actually been parties to the complaint of the men. I cannot say from the proceedings that there was any suggestion that they should be assisted in this way. Capt. Hastings has told us he asked them if they wanted to call any witnesses and the men say they were asked no such question—I can only assume it was not made clear to them that they should

have a full opportunity to call witnesses on their behalf, and certainly they do not appear to have had that opportunity. Capt. Hastings says he held 'On January 25th the defendants refused work, on January 26th defendants refused work; survey taken on 26th. These men were called upon to give a verbal defence. They said, 'We promised to work after the water was taken away, the stokehold was full of water' and Bonnet says: 'The Captain promised to discharge us after stopping a portion of our wages; I think we ought to get compensation instead of our wages being stopped.' Then Bonnet says: 'The Captain has threatened me that if I did not pay \$2, he would prosecute me.' The remainder, nothing to say." Well, it is quite clear there was a question between the men and their captain whether they refused work they were reasonably entitled to do so under the circumstances, and it is quite clear to me this question was not brought out in the proceedings before the Magistrate. I do not say that after a minute or two of hearing, the other side and one witness heard for the prosecution that they ought to be prejudiced by that. If proceeded against individually they could have called friends, and if proceeded against all together they could have called witnesses. They were not willing to be witnesses some-thing should have been done to get them to give their statement of the matter. So much for the proceedings; now I come to the sentence. The charge is one of wilful disobedience on the 25th, and I say from the fact that they did not refuse work on the 26th, that the men are not guilty of wilful disobedience on the 25th. The Captain gives no particulars. He merely says the men on the 25th refused work. The sentence for refusing work for this offence is that the men be imprisoned for 10 days and some for 14 days, and that the cost of all substitutes and the share of the survey should be forfeited from their wages. Well now, the Magistrate said that the men were guilty of wilful disobedience, and as I said just now it is quite possible there was some impropriety in the Magistrate's jurisdiction with regard to the other points of the case, and it is quite clear that the offence with which these men were charged the Magistrate had no power to make the deductions he did. The utmost he could do in a case of disobedience was to deduct two days' pay, to make an order for the men to be imprisoned for 10 days, and to order the cost of the substitutes and the share of the survey should be forfeited from their wages. Well now, the Magistrate said that the men were guilty of wilful disobedience, and as I said just now it is quite possible there was some impropriety in the Magistrate's jurisdiction with regard to the other points of the case, and it is quite clear that the offence with which these men were charged the Magistrate had no power to make the deductions he did.

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Another very strong objection to the appointment of the Harbour Master to preside at these Courts is that he is frequently either in the position of a complainant by himself or by one of his subordinates or is a party interested, directly or indirectly.

The general principle involved in this objection is well known and the matter was very fully put before the Legislature when by the Ordinance was under discussion. On the 20th November last he is reported as follows:—"I think it is particularly able that where the 'own' Marine Court is used through the Ordinance it should be understood that the constitution of that Court in no case includes the Harbour Master or his deputy or anyone connected with the Harbour Master's department in any case where the department is called upon to give evidence or in any way interested in the case before the Marine Court. The reason is obvious. The personnel of the Harbour Master's department is under the control of the Harbour Master and it is reasonable to conclude that all acts done by his subordinates are done with his knowledge and sanction by him. The Harbour Master would therefore be literally sitting upon the case, and he would be in a position to direct the proceedings of the Harbour Master's Court, and it is reasonable to conclude that all acts done by his subordinates are done with his knowledge and sanction by him. The Harbour Master would therefore be literally sitting upon the case, and he would be in a position to direct the proceedings of the Harbour Master's Court, and it is reasonable to conclude that all acts done by his subordinates are done with his knowledge and sanction by him. The Harbour Master would therefore be literally sitting upon the case, and he would be in a position to direct the proceedings of the Harbour Master's Court, and it is reasonable to conclude that all acts done by his subordinates are done with his knowledge and sanction by him. 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SHANGHAI SPRING RACE

MEETING.

First Day.

Monday, 2nd May.
We take the following account of the first day's racing from the Shanghai Mercury:

It was with fear and trembling for the morning that our enthusiastic sportsmen went to sleep last night, for it seemed hopeless to expect that a few hours could bring such a welcome change in the weather. But the morning saw the leaden sky break, the clouds roll away, and a genuine Shanghai spring day smiled on the first day of the Races. Rarely within the memory of the oldest inhabitant has such a rapid and pleasant transformation been experienced, and the course looked bright and smiling when the first saddling bell rang at 11.45 a.m. After the dressing, which the ground had got for the past week, it would have been vain to expect that the course could be in anything like the order one would wish, but it dried wonderfully in a few hours, and the sport commenced auspiciously, though the ponies had all been only half trained owing to the dreadful weather. There was a very good attendance, the ladies being unusually numerous, and the performance of the ponies were good considering the heatiness of the course, the time, 1m. 30 1/2, being particularly good in the Griffin Plate. The first half mile of this race was done in 59 1/2. But no records were made.

The following were the events contested—
1.—THE HART LEGACY CUP.—Presented by the late James Hart, Esq., Value, £100.—For China Ponies.—Weight for inches as per scale.—Entrance, 1s. 5—Half-a-Mile.
Mr. Ring's *Elbow*, 11.1. Mr. Crane 1
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 2
Mr. Ring's *Orange*, 11.1. Mr. Maybrick 3
The ponies faced the starter, and the field got away very well together. *Elbow*, a rank outsider, began to draw up from the rear at the Monument and running close to the rails came in front of the field from the race home, winning by about half a length from the favourite, with *Orange* Peel a good third. Time, 1m. 58 1/2.

2.—THE CATERPILLAR STAKES.—A Sweepstakes of £10 each, with £100 added.—For China Ponies.—Weight for inches as per scale.—Second Pony to save his Stake.—One Mile.
Mr. H. S. Pyle's *Majestic*, 11.7. Mr. Maybrick 1
Mr. Saxon's *Holdfast*, 11.7. Mr. Dillie 2
Mr. Ring's *Orange*, 11.7. Mr. Maybrick 3
On entering the Straight, *Majestic* outdistanced the others with a rush, and eventually won in a canter any distance ahead of the hitherto invincible favourite, with *Boreas* a bad third. Time, 2m. 10 1/2.

3.—THE GRIFIN PLATE.—Value, £100.—For China Ponies that have never run at any Meeting.—Second Pony, 1s. 5.—Weight for inches as per scale.—Entrance, 1s. 5.—Three-Quarters of a Mile.
Mr. Buxey's *Royalist*, 11.3. Mr. Baker 1
Mr. Oswald's *Deceit*, 10.9. Mr. Crane 2
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 3
A large field of fifteen faced the starter, *Royalist* being favourite. After the first few strides the favourite took first place and maintained it throughout, coming home an easy winner by about six lengths from *Deceit*, *Primrose* a good third. Time, 1m. 36 1/2.

4.—THE CATYR CUT.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Griffin at date of entry allowed 7lbs.—Entrance, 1s. 5.—One Mile and a Half.
Mr. Saxon's *Holdfast*, 11.4. Mr. Dillie 1
Mr. Buxey's *Home Guard*, 11.4. Mr. Pond 2
Mr. Waveney's *Norman*, 11.4. Mr. Read 3
Of the eight that started *Home Guard* was favourite. A good start was made, *Talman*, *Norman* and *Black Leaf* getting away on very even terms together, *Home Guard* distance ahead of the field. Approaching the three-quarter mile post *Home Guard* began to draw ahead, and at the Monument was well to the front, keeping his lead against all challengers, and eventually he won easily, a couple of lengths in front of *Home Guard*, with *Norman* a good third. Time, 2m. 32 1/2.

5.—THE JOCKEY CUP.—Value, £100.—For China Ponies that have never won a Race.—To be ridden by Jockeys who have never had a winning mount before this Meeting.—Weight for inches as per scale.—Entrance, 1s. 5.—One Round.
Mr. Saxon's *Holdfast*, 11.4. Mr. Dillie 1
Mr. Buxey's *Home Guard*, 11.4. Mr. Crane 2
Mr. Waveney's *Norman*, 11.4. Mr. Read 3
Of the six that started *Holdfast* was by a long way the favourite. The field got off on very even terms, *Holdfast* taking slight lead from *Amazulade*. Coming into the Straight the favourite drew away from the others again, and finished a length and a half in front of *Amazulade*. Time, 2m. 40 1/2.

6.—THE KIANG-SU PLATE.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Griffin at date of entry allowed 7lbs.—Entrance, 1s. 5.—One Mile and Three-Quarters.
Mr. Buxey's *Home Guard*, 11.1. Mr. Baker 1
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 2
Mr. Ring's *Orange*, 11.1. Mr. Maybrick 3
Eight started, *Home Guard* being favourite. *Home Guard* got the lead at the Bushes, and after a very good race came home two lengths ahead of *Home Guard*, *Yagor* a good third, the favourite fourth. Time, 3m. 5 1/2.

7.—THE TRIAL STAKES.—A Sweepstakes of £10 each.—For Subscription Griffin only.—Weight for inches as per scale.—Three-Quarters of a Mile.
Mr. Waveney's *Kol-nor*, 11.1. Mr. Read 1
Mr. Crawford's *Deformity*, 11.12. Mr. Crane 2
Mr. Newby's *Belegard*, 11.1. Mr. Maybrick 3
A good start was made, *Kol-nor* (the favourite) won, after a very exciting race, by a couple of lengths from *Deformity*, *Belegard* a good third. Time, 1m. 36 1/2.

8.—THE RACING STAKES.—A Sweepstakes of £10 each.—For China Ponies that have never run before last January 1892.—Griffin at date of entry allowed 7lbs.—Weight for inches as per scale.—Winners, 5lbs. extra.—One Mile and a Quarter.
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 1
Mr. Buxey's *Home Guard*, 11.1. Mr. Crane 2
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 3
Holdfast started favourite, in a field of five. The favourite made the running right round the course, and came home a length in front of *Home Guard*, with *Belegard* a good third. Time, 2m. 45 1/2.

9.—THE ROADSTERS PLATE.—Value, £100.—For China Ponies (without restriction) who have never entered at this Meeting, and that have never won a Race.—Weight, 10st. 12lbs.—Entrance, 1s. 5.—One Round.
Mr. Ring's *Guiding Star*, 10.13. Mr. Dillie 1
Mr. Buxey's *Home Guard*, 11.1. Mr. Baker 2
Mr. Saxon's *Holdfast*, 11.1. Mr. Crane 3
Nineteen started, *Guiding Star* being favourite. At the Bushes it was seen that the favourite was winning as he liked, he being several lengths ahead of the field, in which position he finished. Time, 2m. 41 1/2.

10.—THE GRAND STAND STAKES.—A Sweepstakes of £10 each.—For China Ponies, being bona fide Griffins at date of entry, and which have arrived in Shanghai after 1st February 1892.—Weight for inches as per scale.—Winners of a Race 7lbs. extra.—One Mile.
Mr. Oswald's *Deceit*, 10.9. Mr. Crane 1
Mr. Saxon's *Holdfast*, 11.1. Mr. Dillie 2
Mr. Ring's *Orange*, 11.1. Mr. Maybrick 3
At the Monument *Primrose* rushed out of the cluster of ponies in the rear, and looked like winning for a little while. But on entering the straight for the race home the favourite came to the front at a great pace, and finished a length ahead of *Primrose*. Discount a good third. Time, 2m. 5 1/2.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

EDWARD MAY, American barque, Capt. O. H. Handerson.—Douglas Lapraik & Co.
JOHN McLEOD, British ship, Capt. O. H. Handerson.—Douglas Lapraik & Co.
Wm. J. Roper, American ship, Captain Bray.—Shewan & Co.

INSURANCES.

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS OVER \$3,000,000.00.

POLICIES absolutely non-forfeitable. No restrictions as to Residence or Travelling.

Rebate of Premium low.
Policies issued on all approved Forms.
For further Particulars, apply to
DOUGLAS LAPRAIK & Co.,
Agents for Hongkong.
23rd February, 1892.

To Let.

NO. 18, HOLLYWOOD ROAD.
TUSCULUM, MAGAZINE GAR.
Nos. 2, 4 and 10, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, April 4, 1892.

TO LET.

"THE BEN" FURNISHED (for Summer Months)
"TUSCULUM" at MAGAZINE GAR.
FIRST FLOOR, NO. 1, BLUE BUILDINGS,
GODOWN (under Messrs. DOUGLAS
LAPRAIK & Co.'s Office).

GODOWN, NO. 1A, BLUE BUILDINGS.
"STILLINGFLEET," 1st FLOOR.
SEMI-DETACHED HOUSES, at MAGAZINE GAR.

No. 2 and 2A, STANTON STREET (corner of OLD BAILEY).
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, May 4, 1892.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.
ON WEDNESDAY, the 12th May,
1892, at Noon, the Company's S.S.
"MELBOURNE," Commandant VIMONT,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted (if)
Noon.

Cargo will be received on board until 4
p.m. Species and Parcels until 3 p.m. on the
17th May, 1892. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, May 5, 1892.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID.

UNIVERSITY OF
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

AND
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 29th day of May,
1892, at 10 a.m., the Company's
S.S. "BAYERN," Captain H. KROEMER,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port as above.

Shipping Orders will be granted till 5
p.m. on the 27th May. Cargo will be
received on board until 1 p.m. Species and
Parcels until 10 a.m. on the 28th May.
(Parcels are not to be sent on board; they
must be left at the Agency's Office.) Con-
tents of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELBOURNE & Co.,
Agents.
Hongkong, May 6, 1892.

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday, 4.30 p.m., 7th May, 1892.

STOCKS.		When Established or reconstituted.	CAPITAL.	No. of Shares.	VALUE.	PAID UP.	POSITION PER LAST REPORT.				Quotations.		
							Reserve Fund.	At credit of working a/c. or Bal. Bro's fund.	Dividend.	Closing.			
											Amount.	When paid.	
Bank.													
Hongkong & Shanghai Banking Corporation	1865	\$10,000,000	80,000	\$ 125	All	\$ 4,500,000	\$ 30,994.58	20 sh. at exchange of 4/6 on 31/12/91	Feb. 29, 92	91 1/2 prem., buyers			
Bank of China, Japan and Straits, Limited	1889	\$2,000,000	199,875 1,250	\$ 10 1 1/2	1 1/2	\$228,629.137	\$ 3,020.169	8 1/2 = 2 sh. on old & 1 sh. on new issue for 1891	March 7, 92	86 1/2 buyers			
National Bank of China, Limited	1891	\$1,000,000	10,000	\$ 100	1	—	—	First year	—	nominal 32 1/2 dis. = \$28.86 32 1/2 buyers			
Insurances.													
Union Insurance Society of Canton, Ltd.	1867	\$2,500,000	10,000	\$ 250	25	\$ 800,000	\$483,905.02 estimated to 30 September 91.	26 per cent. = \$54 1/2 per sh. for 1890	Oct. 12, 91	88 1/2 sellers			
China Trade Insurance Co., Ltd.	1865	\$2,000,000	24,000	\$ 83 1/3	25	700,000	\$ 247,118	15 per cent. = \$4.50 per share for year ending 30/9/91	Sept. 15, 91	61, steady			
North China Insurance Co., Ltd.	1883	\$1,000,000	5,000	\$ 200	50	200,000	\$ 24,800.19	10 sh. at 2/6 on 31/12/91	April 23, 92	115, 240, ex div., sellers			
Yangtze Insurance Association, Ltd.	1892	\$ 800,000	8,000	\$ 100	All	\$ 840,000	\$ 511,107	10 sh. at 5/6 on 31/12/91	—	103, sellers			
Canton Insurance Office, Ltd.	1881	\$2,500,000	10,000	\$ 250	60	500,000	\$ 216,815.09 to 31 Dec. 1890	5 per cent. for year ending 31/12/90	July 4, 91	164, sellers			
Straits Insurance Co., Ltd.	1896	\$3,000,000	80,000	\$ 100	20	25,000	\$ 216,815.09 to 31 Dec. 1890	5 per cent. for year ending 31/12/90	March 11, 92	275, sellers			
Hongkong Fire Insurance Co., Ltd.	1868	\$2,000,000	8,000	\$ 250	50	1,000,000	\$806,289.47 on 31/12/91	10 sh. at 2/6 on 31/12/91	Feb. 23, 92	83, sellers			
China Fire Insurance Co., Ltd.	1870	\$2,000,000	20,000	\$ 100	20	70,000	\$ 152,958.37 on 31/12/91	10 sh. at 2/6 on 31/12/91	March 18, 92	184, sellers			
Straits Fire Insurance Co., Ltd.	1886	\$2,000,000	20,000	\$ 100	20	70,000	\$ 152,958.37 on 31/12/91	10 sh. at 2/6 on 31/12/91	—	84, buyers			
Singapore Insurance Co., Ltd.	1884	\$3,000,000	29,175	\$ 100	20	37,682.78	—	—	—	—			
Docks, Wharves, Godowns, &c.													
Hongkong & Whampoa Dock Co., Ltd.	1886	\$1,562,500	12,500	\$ 125	All	none	\$ 13,205.11	17 per cent. for 6 months ending 31/12/91	March 1, 92	78 1/2 pr., sellers			
Hongkong & Kowloon Wharf & Godown Company, Limited	1886	\$1,000,000	20,000	\$ 50	All	none	\$ 15,459.84	Final div. of 2 p. cent. making 10 p. cent. in all for 1891	Feb. 6, 92	81, sales and sellers			
Go. Fenwick & Co., Limited	1889	\$50,000	5,000	\$ 10	25	1,000	\$ 5,445.76	5 p. cent. for 1891	April 2, 92	14, nom.			
A. G. Gordon & Company, Limited, in Liq.	1889	\$50,000	5,000	\$ 10	25	1,000	\$ 7,951.82	5 p. cent. for 1891	Jan. 8, 92	40, buyers			
Wanchai Warehouse & Storage Co., Limited	1891	\$20,000	2,000	\$ 100	37 1/2	—	\$ 478.25	2 1/2 p. cent. for year ending 31/12/91	—	—			
Steam-Boats.													
Hongkong, Canton & Macao Steamboat Company, Limited	1865	\$1,600,000	80,000	\$ 10	All	\$ 600,000	\$ 201.83	4 1/2 p. cent. for year ending 31/12/91	Feb. 1, 92	38, sellers			
Indo-China Steam Navigation Company	1882	\$1,200,000	60,000	\$ 10	All	—	\$ 882.6	2 1/2 p. cent. for 1890	June 1, 91	27 1/2 dis., sellers			
China Mutual S. N. Company, preference shares	1897	\$400,000	10,000	\$ 10	10	—	\$ 1837.14	2 p. cent. for 1891	Oct. 14, 91	810, sellers			
Do. Do. ordinary shares	1897	\$400,000	10,000	\$ 10	10	—	\$ 1837.14	2 p. cent. for 1891	Oct. 14, 91	810, sellers			
Douglas Steamship Company, Limited	1883	\$1,000,000	20,000	\$ 50	All	—	\$ 3,607.63	5 p. cent. for year ending 30th June, 1891	Sept. 28, 91	86, nom.			
China & Manila Steamship Co., Ltd.	1882	\$250,000	5,000	\$ 50	All	—	\$ 8,245.10	5 p. cent. for year ending 30th June, 1891	—	30, sellers			
Steam-Launch Company, Limited	1886	\$100,000	2,000	\$ 50	30	—	\$ 3,172.51	5 p. cent. for year ending 31/12/91	—	30, sellers			
Refineries.													
China Sugar Refining Company, Limited	1878	\$1,500,000	15,000	\$ 100	All	none	\$ 12,637.08	Final div. of 5 p. cent. making 10 p. cent. in all for 1891	March 21, 92	137, sellers			
Luzon Sugar Refining Company, Limited	1882	\$700,000	7,000	\$ 100	All	none	\$ 31,431.91	10 p. cent. for 1891	—	30, sales			
Lands, Hotels, Buildings, &c.													
Hongkong Land Investment & Agency Company, Limited	1889	\$5,000,000	50,000	\$ 100	30	\$ 1,250,000	\$ 22,406.61	Final div. of 4 1/2 p. cent. making 8 1/2 p. cent. for 1891	Jan. 26, 92	59, sellers			
Kowloon Land & Building Co., Limited	1889	\$300,000	6,000	\$ 50	37 1/2	—	\$ 168.91	2 1/2 p. cent. for year ending 31/12/91	Mar. 21, 92	10, sales and buyers			
Hongkong Hotel Company, Limited	1891	\$300,000	6,000	\$ 50	37 1/2	—	\$ 168.91	2 1/2 p. cent. for year ending 31/12/91	Mar. 21, 92	10, sales			
Do. Do. New issue	1891	\$300,000	6,000	\$ 50	37 1/2	—	\$ 168.91	2 1/2 p. cent. for year ending 31/12/91	Mar. 21, 92	10, sales			
Austin Arms Hotel & Building Co., Ltd.	1889	\$130,000	13,000	\$ 10	All	\$ 40,000	\$ 2,109.11	14 p. cent. for year ending 31/12/91	Mar. 25, 92	186, nominal			
Humphreys, Estate & Finance Company, Limited	1881	\$121,000	12,100	\$ 10	All	—	\$ 3,747.17	10 p. cent. for year ending 31/12/91	July 20, 91	186, nominal			
Do. Do. deferred shares	1889	\$121,000	12,100	\$ 10	All	—	\$ 3,747.17	10 p. cent. for year ending 31/12/91	July 20, 91	186, nominal			
West Point Building Co., Limited	1889	\$100,000	1,000	\$ 100	20	—	\$ 1,527	—	—	45, sellers			
Shamoon Hotel & Land Co., Limited	1889	\$100,000	1,000	\$ 100	20	—	\$ 1,527	—	—	45, sellers			
Tramway.													
Hongkong High Level Tramway Co., Ltd.	1887	\$125,000	1,250	\$ 100	All	—	\$ 42,054.86 on 30 Nov. 91	—	—	—			
Mining.													
Jelebu Mining & Trading Co., Limited	1889	\$225,000	45,000	\$ 5	All	—	\$ 17,076	7 p. cent. for year ending 5/8/91	Oct. 15, 91	62, sales			
Selangor Tin Mining Company, Limited	1889	\$575,000	115,000	\$ 5	2	—	\$ 895,459.49	10 p. cent. for year ending 30/9/91	—	81, sellers			
Punjom & Sanghie Dua Samatan Mining Company, Limited	1885	\$600,000	60,000	\$ 10	All	—	\$ 434,201.45	10 p. cent. for year ending 30/9/91	—	80 cents			
Do. Do. preference shares	1891	\$60,000	6,000	\$ 10	All	—	\$ 168.91	2 1/2 p. cent. for year ending 31/12/91	—	70 cents			
Do. Do. ordinary shares	1891	\$60,000	6,000	\$ 10	All	—	\$ 168.91	2 1/2 p. cent. for year ending 31/12/91	—	80 cents			
Société Française des Charbonnages du Tonkin	1888	\$1,000,000	8,000	\$ 100	50	—	\$ 1,527	—	—	25 cents, buyers			
Salmon Gold Mining Co., Limited	1889	\$180,000	18,000	\$ 10	All	—	\$ 3,747.17	10 p. cent. for year ending 31/12/91	—	81, buyers			
Inauris Mines, Limited	1889	\$200,000	20,000	\$ 10	All	—	\$ 3,747.17	10 p. cent. for year ending 31/12/91	—	81, buyers			
Raub Australian Syndicate, Limited	1889	\$1,000,000	10,000	\$ 100	18 1/2	—	\$	—	—	75 p. cent., sellers			
Société Française des Houillères du Touraine	1890	\$4,000,000	8,000	\$ 500	fra. 500	—	\$	—	—	—			
Dispensaries.													
A. S. Watson & Co., Limited	1886	\$500,000	50,000	\$ 10	All	\$ 140,000	\$ 4,342.74	Interim Div. of 7% for 1891.	Nov. 5, 91	\$ 104, buyers			
Cruikshank & Co., Limited	1888	\$ 80,000	1,000	\$ 50	All	—	\$ 546 on 28/2/91	—	—	8, buyers			
Lighting.													
Hongkong & China Gas Co., Ltd.	1864	\$ 70,000	7,000	\$ 10	All	\$14,325.43	\$ 1,934.13	10 p. cent. for year ending 31/12/91, 2 p. cent. bonus for 40.	April 9, 91	\$120, sellers			
Hongkong Electric Company, Ltd.	1889	\$300,000	30,000	\$ 10	8	—	\$6,870.79 on 30/4/91	—	—	34			
Brick and Cement.													
Hongkong Brick & Cement Co., Limited	1886	\$100,000	4,000	\$ 25	21.50	—	\$29,037.89 on 31st October, 1891.	—	—	10, nominal			
Green Island Cement Co., Limited	1889	\$300,000	20,000	\$ 15	All	—	\$41,332.50 on 31st December, 1891.	—	—	8, sellers			
Miscellaneous.													
Hongkong Ice Company, Limited	1881	\$125,000	5,000	\$ 25	All	—	\$ 490.00	Final div. of 10 p. cent. making 24 p. cent. in all for 1891	Feb. 12, 92	\$70, sellers			
Hongkong & China Bakery Co., Limited	1872	\$ 30,000	600	\$ 50	All	—	\$ 32.53	10 p. cent. for year ending 31/12/91	March 16, 92	65, nom.			
Hongkong Toy Manufacturing Co., Ltd.	1883	\$100,000	3,000	\$ 30	All	—	\$ 1,929.97	10 p. cent. = 20 p. cent. for 1891	March 12, 92	103, sellers			
Dairy Farm Company, Limited	1889	\$100,000	10,000	\$ 10	All	—	\$ 119.30	10 p. cent. for year ending 30/11/91	Feb. 16, 92	54, nom.			
Campbell, Moore & Co., Limited	1896	\$12,000	1,200	\$ 10	All	—	\$221.20 on 31/12/91	6 p. cent. for 1890	April 1, 01	5, nom.			
Hongkong Trading Co., Limited	1869	\$400,000	4,000	\$ 20	6	—	—	—	—	7, sellers			
China-Borneo Company, Limited	1888	\$750,000	7,500	\$ 100	55	—	\$ 439.84	Final div. of \$1 p. cent. making 6 p. cent. in all for 1891	April 20, 92	32, sellers			